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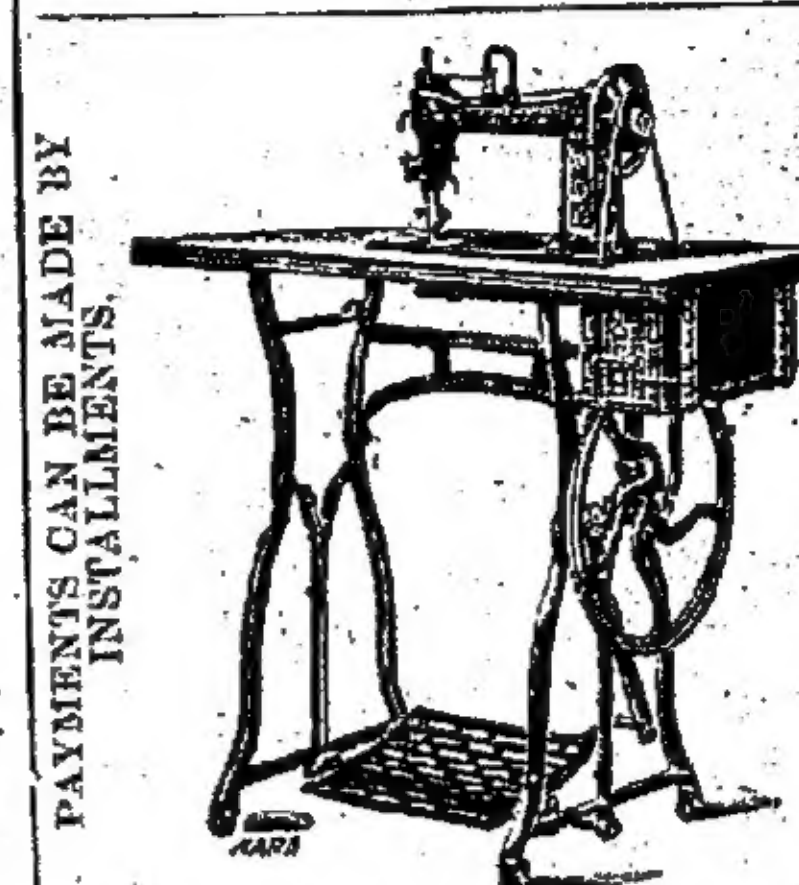
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STYLE IN GOLF.

FOOTBALL SKETCHES.

HOW KINGSFORD KEPT GOAL FOR DONCHESTER.

HORACE G. HUTCHINSON.

Egerton always said that there was only one rule in football; at least that all others were relatively so unimportant as hardly to count, and that was 'Put your fattest man in goal—there's so much less room for the ball to get through the posts, past him.' This is one of those beautiful principles that is so simple as to commend itself to the meanest capacity. No one can fail to see its justice, and the most practised experience can find nothing to say against it. It is perfect, so far as it goes. Whether it goes the length of including the whole theory of football, as Egerton more than implied, is open to a little question. But, beyond all question, Egerton was the best captain that Donchester ever had. None of us had a doubt on that point. Never before had we had, nor had we even seen, a captain so full of resource, of dodges and of so many inventions for the circumventing and discomfiting of an opposing team. It is certain that under Egerton's captaincy Donchester came through many a match victorious over foes that, so far as mere football playing power went, were far better than ourselves. It was Egerton's cleverness and inventiveness that brought us through, time and again. Naturally, as a consequence, we had grown to look up to Egerton with a respect for which 'hero-worship' is far too mild a term. We looked on him as a kind of deity or demon (we were not quite sure which). There was something almost diabolical at times in his cleverness, in the ingenuity of the inventions that he discovered for the outwitting of an enemy, long after all the rest of us had come to the very end of our own wits. There was something almost uncanny about it. There was no doubt at all about the view in which our enemies held him. They regarded him as the demon (the very chief of the demons) incarnate, and made no secret of their opinion. Several people had told him as much, without any qualifying phrases, and there had been one or two unpleasant little episodes, and references to the 'referee' about it, in consequence.

Incidentally one of these had occurred in a match against the Carberry players, a rough team, between whom and ourselves a certain lively jealousy always existed. But we never really carried it beyond the bounds of right and sportsmanlike feeling. Now and then an expression was used which was to be regretted, and had to be withdrawn. But we say that sort of thing elsewhere, and really we never have behaved anything like as badly as certain honourable members in some recent scenes in the House of Commons. We may be a little rough, but not so rough as all that.

In the match against the Carberry people, that caused a bit of trouble about Egerton, the match was on our own ground; and soon after starting one of our side had the bad luck to get his leg broken. It was a perfectly honest and sportsmanlike break; a result of crossed legs as two forwards raced for the ball, and the more brittle leg went. There was not the least ill feeling about it, but an ample apology, and the unfortunate fellow, a 'right forward,' was taken off the ground. So, of course, that put us at a disadvantage of one against the other side. The play was very pretty keen. So the match went on. We held our own very well considering the disadvantage. We played under, but were just being pressed rather hard when there was another accident. This time it did not happen in a charge, but in a loose worry; how it actually did come about was not very certain, but there was not a breath or a suspicion of foul play about it, really. This time it was one of the Carberry side whose leg was broken. Of course it was very regrettable; but after all it did make the match more even. It so happened that just as this occurred old Squire Friday, who gave us the ground and really was the minister of the Club, happened to be leaving, and hearing a great uproar of the spectators he called out from the gate, 'What is it? What's happened?' And at that some foolish fellow yelled back to him in a stentorian voice, 'It's all right, Squire, it's leg and leg now,' meaning that, now that we had broken a Carberry leg in return for our broken Donchester leg, the odds were squared again.

But it was a most unfortunate remark. It was taken up in a moment by the Carberry side; not so much by the players as by the knot of spectators who had come over from Carberry to see the match, and the observations grew really quite inflammatory. But especially it was Egerton—Egerton, as guiltless as he was incapable of such a thing as this—who, when selected as the cause of it all, vociferating that it was all a bit of his diabolical humbug, to continue the breaking of the leg of one of their side

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went, and Ryton had the wind, things looked very serious for us indeed. As we crossed over I saw Egerton hold a little colloquy with Kingsford, and almost immediately after the game was restarted the Ryton left rushed the ball down the ground, and made a long shot for goal, without 'muddling'.

'Use your hands,' yelled Egerton to Kingsford; and the fat man contrived to stop the ball, and throw it feebly from him. A Ryton centre captured it, steadied himself for a moment to take a deadly shot, while Kingsford stood uncertain whether to charge or await the ball. Then Egerton roared to him: 'Use your voice'; and in an instant, before the man could deliver his shot, came out that terrible: 'It is not mine.' In Kingsford's very best manner of delivery. The stroke told well. The Ryton man took his shot indeed, but it was a feeble tricking thing that Kingsford turned aside with no trouble, and the man, between rage and helpless laughter, appealed to the referee.

The referee was puzzled. He did not know how to act, said he knew no rule to prevent a man singing (if that was singing) on the field. So the game recommenced.

Then Ryton got a 'corner,' but as the man who took the kick ran towards the ball Kingsford struck up. To sing the stately grace, and the ball went wide behind the posts. Two other occasions were there, when Kingsford, in all human probability, saved the situation by raising his portentous voice in what it pleased him to call song, and so reducing the assailant to limp helplessness.

It won us the match. Of that there is not the slightest doubt. But was it football? That was the question that Ryton asked us, answering the question for our own part we were not over and above certain about it; but it won us the match. That was the great consolation. And it won for the tub-like Kingsford the soubriquet which he bore for ever after of 'The stately grace.'

JUMPED ON A TEN PENNY NAIL.

THE little daughter of Mr. J. N. Powell jumped on an inverted nail made of ten penny nails, and thrust one nail entirely through her foot and a second one half way through. Chamberlain's Pain Balm was promptly applied, and five minutes later the pain had disappeared and no more suffering was experienced. In three days, the child was wearing her shoe as usual, and with absolutely no discomfort. Mr. Powell is a well-known merchant of Portland, Va., U.S.A. Pain Balm is an antiseptic, and heals such injuries without maturation and in one-third the time required by the usual treatment. For Sale by All Dealers. 'For Sale' by All Dealers, Watkins & Co., Ltd., General Agents.

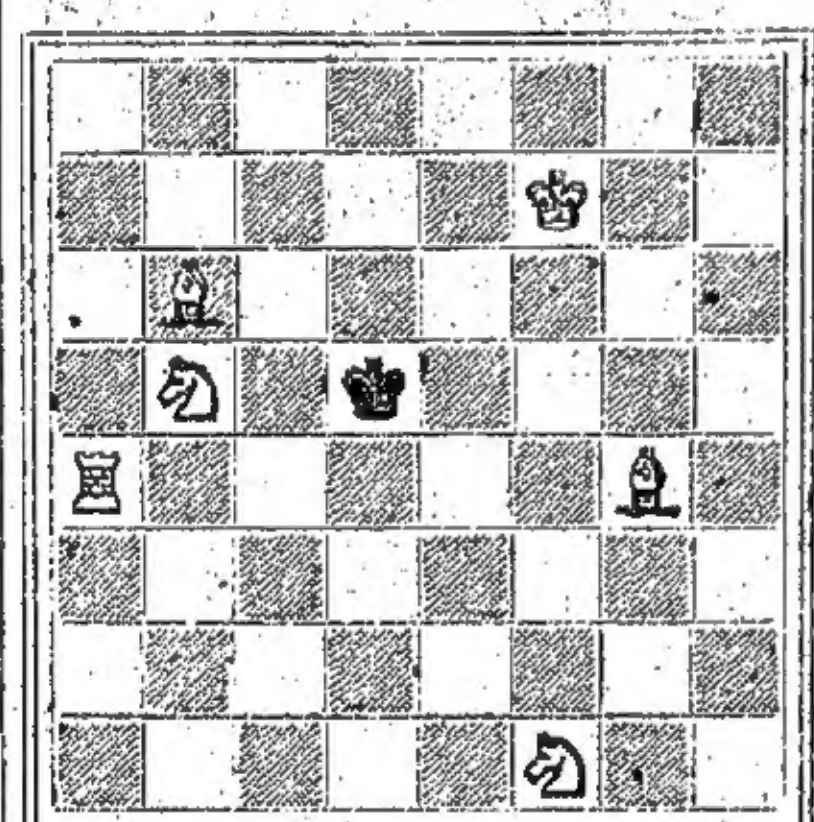
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23- Communications should be addressed 'Chess,' CHINA MAIL OFFICE.

Original Problems should be accompanied by Solution and Analysis.

The Hongkong Chess Club meets every Monday, Wednesday and Thursday, from four till half-past seven p.m., at the Public Library, 18, Bank Buildings.

Problem No. 41.
Black (1 Piece).



White (6 pieces).

White to play and mate in three moves.

Solution to Problem No. 40 (by 'V. T. zar').

White Black

1 Kt-K6 K-Kt

2 Q-K-Pch K-B2

3 Kt-R6 mate

1 Kt-B6 ch, &c. P-Kt

2 Q-K-Pch, &c. P-K5

With other variations.

Correct solution from C.R.T.

C.R.T.—You are under a misapprehension.

The Monte Carlo tournament will be played, of course, at Monte Carlo.

The Brooklyn Daily Eagle gives some interesting information in regard to Mr. H. N. Pillsbury's plans and purposes. Two years are named as the probable duration of his career as a professional chessplayer, and at the end of that time he will devote himself to the study of law. Early in 1902 he and Mrs. Pillsbury will go to Europe, with the intention of being absent from America for from 12 to 18 months. During this period Mr. Pillsbury will be a competitor in any international tournament that may be held on the Continent, and he will travel from country to country giving professional exhibitions. It is not likely that he will return to America without meeting Dr. Lasker in a set match for the chess championship of the world. The Eagle also states that previous to Mr. Pillsbury's retirement from the chess arena, he will make an

effort to improve upon his present record of 20 simultaneous blindfold games. He has such confidence in his skill as a blindfold player that he is ready to try to play 30 games, and if the attempt be made, it will very possibly be made successfully.

Appended are two brilliant skirmishes played some time ago at the Palermo Chess Club. Chess players will find it exceedingly interesting to play over the games.

ALGAIER GAMBIT.

White, Signor A. Noto. Black, Sig. M. Laurio.

1 P-K4 P-K4
2 P-KB4 P-K4
3 Kt-KB3 P-Kt4
4 P-KR4 P-Kt5
5 Kt-Kt5 P-KR3
6 Kt-P P-Kt4
7 P-Q4 P-KB3
8 BxP K-KB3
9 Kt-QB3 P-Q3
10 B-K2 P-QB3
11 P-K5 Q-P
12 Kt-Kt5 Q-R4 ch
13 P-B3 PxP
14 Castles B-QR4 ch
15 K-R2 P-Kt
16 P-K5 B-K2
17 BxKtP P-R(Q)
18 BxPch K-Bsq
19 QxP QxR
And White mates in five.

EVANS GAMBIT.

White, Sig. A. Noto. Black, Sig. A. Leone.

1 P-K4 P-K4
2 Kt-KB3 P-KB3
3 B-B4 B-B4
4 P-QKt4 BxKtP
5 P-B3 B-B4
6 P-Q4 B-Q2
7 Castles K-R3
8 Kt-Kt5 Kt-R3
9 P-KB4 P-QP
10 Q-R5 Castles
11 P-B5 Q-B3
12 Kt-Q3 BxQBP
13 Q-Kt-KB3 BxKt
14 Kt-BP Kt-Kt
15 B-Kt5 B-B6
16 BxP P-B
17 Kt-Kt5 P-Kt
18 QxKtPch K-Rsq
19 Q-B6ch K-Rsq
20 R-B3 Q-Kt4
21 R-R3 Q-Kt4
22 Q-R6 K-RQsq
23 P-B6 K-B7ch
24 K-Rsq
And Black resigned.

A VIOLENT ATTACK OF CROUP CURED.

LAST winter an infant child of mine had croup in a violent form, says Elder John W. Rogers, a Christian Evangelist of Filley, Mo., U.S.A. 'I gave her a few doses of Chamberlain's Cough Remedy and in a short time all danger was past and this child recovered.' This remedy not only cures croup, but when given as soon as the first symptoms appear, will prevent the attack. It contains no opium or other harmful substance, and may be given as confidently to a baby as to an adult. For Sale by All Dealers. Watkins & Co., Ltd., General Agents.

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Hongkong, July 16, 1901. 1478

TO LET.

NO. 2, ORMSBY TERRACE, KOW-LOON. Possession on or about the 1st December next.
Apply to
FUN HUNG,
85, Queen's Road Central.
Hongkong, November 19, 1901. 2387

TO LET.

HOUSE, 'WOODLANDS,' WEST, No. 9, SEMON ROAD.
Apply to S. B.
Care of 'CHINA MAIL' Office.
Hongkong, November 8, 1901. 2242

Auctions.

PUBLIC AUCTION.

MESSRS HUGHES & HOUGH have received instructions to Sell by PUBLIC AUCTION, in 2 separate lots, on

FRIDAY,

the 29th day of November, 1901, at 3 p.m. at their Sales Rooms No. 29, Des Voeux Road, the following VALUABLE LEASE-HOLD PROPERTY, Situate in Queen's Road Central, Victoria, Hongkong, viz:—
Lot 1. All that Piece or Pieces of GROUND situate at Victoria in the Colony of Hongkong, and registered in the Lands Office as Section A of INLAND LOT No. 161, together with the MESSAGE erection and BUILDING thereon erected and known as No. 136 Queen's Road Central, area 1295 3/100 square feet. Term 999 years. Annual Crown rent \$18.41.
Lot 2. All that Piece or Pieces of GROUND situate at Victoria in the Colony of Hongkong, and registered in the Lands Office as Section B of INLAND LOT No. 161, together with the MESSAGE erection and BUILDING thereon erected and known as No. 138 Queen's Road Central, area 1014 5/100 square feet. Term 999 years. Annual Crown rent \$18.11.

For further Particulars and Conditions of Sale, apply to
JOHNSON STOKES & MASTER,
42 Queen's Road Central,
Solicitors for the Vendor
or to
THE AUCTIONEERS.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.
SUNDAYS.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, 38 and 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, April 2, 1901. 1061

THE
CHINA AND JAPAN
TELEPHONE

AND
ELECTRIC COMPANY,
LIMITED.

NEW REGULATIONS.

SUBSCRIBERS are notified that when A CALL

IS MADE and the

TELEPHONE IS NOT

ANSWERED by the

PERSON ACTUALLY RE-

QUIRED, instead of Listen-

ing until this Person can

be found it is better to

give their Name and

Number to anyone an-

swering, and then TO

RING OFF.

WHEN THE PERSON RE-
QUIRED REACHES THE
INSTRUMENT, A FRESH
CALL CAN THEN BE
MADE FROM THAT END.

For full particulars, &c., &c.,

Apply to

W. STUART HARRIS

Manager

Hongkong, September 18

ADVERTISE

ADVERTISE

ADVERTISE

'The Life of Trade.'

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

Chin

TELEPHONE NO. 254.
CABLE ADDRESS: "ACHEE," HONGKONG.
A B C CODE, 4TH EDITION.

ESTABLISHED 1850.

CHEE & CO

祥利廣

7a Queen's Road.

IMPORTERS of

European

Goods of

All Kinds

DRAWING-ROOM,

DINING-ROOM,

and BEDROOM

FURNITURE.

SILVERPLATED,

GLASS and

CHINA WARES.

COOKING RANGES,

KITCHEN UTENSILS,

and HOUSEHOLD

REQUISITES.

Photo = =

= graphic

Department

Photographic Goods of
Every Description.

Photographic

Xmas and

New Year

Cards - -

Illustrated with - -
Views of Hongkong,
Canton and Peking.

ACHEE & CO

17a Queen's Road

CENTRAL.

A Few Doors East of Hongkong Hotel.

Telephone No. 155.

TRADE MARK.

WHISKIES.

IRISH.

Dunville's V.R. ... 1 doz. Bottles \$12.00

SCOTCH.

F. O. S., Very old liqueur ... 15.00
Club ... 12.00
Specially Selected ... 11.00
Glenlivet ... 8.00
Highland Nectar, Sole Agents for ... 10.00
D. O. L., THE DISTILLERS' ... 10.00
Highland Club, Co., Ltd. ... 10.00
Teacher's 'Highland Cream' ... 9.00
Peak Blend, Dump bottles ... 8.00

AMERICAN.

Fine Old Bourbon ... \$18.00
Canadian Rye, Sole Agents ... 15.00
Canadian Club ... 17.00

N.B.—We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

H. PRICE & CO.,
12, Queen's Road.

MEMOS. FOR MONDAY.
Meeting.
Neon.—Meeting of Shareholders of The Hongkong Steam Water Boat Co., Ltd., at the Company's Office.

General Memoranda.
Tuesday, November 20:—
9 p.m.—Meeting of Victoria Preceptory.
Wednesday, November 21:—
9 p.m.—Grand Concert at St. George Hall.
Thursday, December 5:—
3 p.m.—Meeting of Shareholders of The Wanchai Warehouse and Storage Co., Ltd., at the Company's Office.

THE BEST REMEDY FOR DIARRHOEA.
SOME years ago while at Marlborough, N. Y., I was taken with cholera morbus, which was followed by diarrhoea. The doctor's medicine did me no good. I was advised to get a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, which I did, and it cured me sound and well.—G. A. Morris, Embreeville, Pa., U.S.A. Sold by All Dealers; WATKINS & Co., Ltd., General Agents.



Established A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH
WHISKY.WATSON'S
Celebrated

E

BLEND.
VERY OLD LIQUEURSCOTCH - -
WHISKY.Pronounced by Connoisseurs to be the
BEST BRAND in the FAR EAST.
Per Dozen ... \$15.00.

The following Blends are also recommended, and are unsurpassed in quality.

A.—THORNE'S BLEND ... \$10.80
B.—GLENROCH, MELLOW BLEND, a fine 'Soda' Whisky of great age ... 10.80
C.—ABELLOUR-GLENLIVET ... 12.60
D.—H.K.D. BLEND of the Finest Old Malt Scotch Whiskies ... 14.40

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY,
QUEEN'S ROAD CENTRAL.

BIRTH.
On 23rd November, at Devon, Peak Road, the wife of A. J. Raymond, of a Daughter.

The publication of this issue commences at 5.20 p.m.

The China Mail.

HONGKONG, SATURDAY, NOVEMBER 23, 1901.

EDITORIAL COMMENT.

We are asked to insert St. Joseph's tinners that owing to the insufficiency of accommodation in the present building known as St. Joseph's College, and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey, with two wings. The plans have been prepared by Mr. W. Danby, and the estimated cost will amount to over \$15,000. To cover this cost, the Christian Brothers who conduct the Institution appeal to the liberality of all friends of education. As there are many residents in the Colony who are unaware of the good work accomplished by St. Joseph's College, we may mention that it has been in existence for over twenty-five years, and is open to all classes. Along with a sound elementary education, the principles of the catholic faith are inculcated in the youthful mind, and some excellent young men of considerable attainments have issued from the College. Much of the clerical work of the Colony is carried on by its past pupils. This is the first occasion, we believe, on which a public appeal has been made for financial assistance, and doubtless Brother Joshua, who will be visiting the various leading men and leading firms during the next few weeks to collect subscriptions, will meet with a liberal response. It is mentioned in the circular that lies before us that 'the names of our most liberal benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.'

A somewhat remarkable paper has just been published by a Chinese gentleman of education, culture, and wide outlook. He faces the question of his country's difficulties and dangers fairly and squarely, and does not pass on without some attempt at answering a few questions. He says there has been enough talking; it is time to be up and doing, that 'We are all pulling in different directions, we are divided into factions, and anyone can take advantage of us.' Perhaps they can, but they (meaning the foreigners) have not done so yet! Many physicians have tried to diagnose the nature of the disease from which China suffers. They do not agree, and the patient is still alive. Yet another hand feels the pulse and declares that the root of the disease lies in the home. 'How can the Empire increase in wealth and deal when the home is mismanaged, a school for deceit, and a place where the sound of wrangling never ceases? These are strong words, but they are not our own. The picture painted for us of the ordinary life of a Chinese woman of fair social position is not done in rose colours. These are usually used by those who take a casual snapshot from the outside. This study in black, with very little white, comes from the inside. As well expect the lovely blush rose which delights the eye and sheds its fragrance all around to grow in a forgotten and unweeded plot of ground as to expect the many virtues of courage and straightforwardness to be inculcated by mothers who spend all their time over the toilette, when they are not gossiping, and who 'see nothing, hear nothing, and can have nothing to give out. 'Go to the root of the evils from which we as a nation suffer, and educate our women.' But can they be educated is a fair question to put to the writer of the article, and the experience of those who really know the Chinese woman as she is will join issue with the writer when he gives credit where credit is due. Experience sighs over the woman as she is, because it realises so well what she might be. 'Establish schools for girls, make attendance in them compulsory, educate our women so that they can write a letter in their own language (when women do take to this, they will probably displease with a few flowing phrases, and write one that not only be read but understood), teach them the sciences so that they may sound the depths of their own ignorance, teach them systematically in all things

reasonable that they may know the importance of the influence they wield, and wield it to good purpose in the education of their family.' It is a wise man who writes this, and a few more such as he, by using their steady influence, may eventually counteract much of the conservative element that would keep the woman inside. Keep her there, and a Nemesis will abide with her.

The usual weekly prayer meeting will be held on Monday evening, in the City Hall, at 5.15 o'clock. The Rev. Dr. Hager will preside. After the meeting, the Committee are requested to meet to discuss two important questions.

Appointments Declined.

According to native papers, the Grand Secretary Wang Wen-shao, and Chu Hung-chi, President of the new Board of Foreign Affairs, who had been gazetted directors of the railway lines within and without the Great Wall, have firmly declined to take up these appointments.

Mr. Ho Tung.

Mr. Ho Tung, of Messrs. Jardine, Matheson and Co., who has been on a year's tour round the world, is a passenger by the German mail steamer *Konig Albert*, due here on Tuesday next. We are pleased to hear that this popular Chinese citizen has benefited by his relaxation from business cares.

Reporting at the Council Chamber.

An excellent table has now been provided in the Council Chamber for the use of the Press representatives. It is pleasing to note that the needs of reporters for correct reporting are being gradually recognised in the Colony. The reporters are indebted to the Hon. J. H. Stewart Lockhart for the change, which cannot fail to be appreciated not only by the pressmen of to-day but by others to come.

Tourists in Japan.

A veritable contemporary observer (says the *Kobe Chronicle*) that the number of foreign tourists who land at Kobe continues to increase year after year. During the twelve months up to July this year, 2,511 persons put up at the Oriental Hotel alone. Divided according to their nationalities, the Americans headed the list, the British came next, and then the Germans and French. Of late the Russian travellers have increased remarkably, over 50 leaving and arriving at Kobe every month.

Japanese Beers.

Owing to the general depression in trade, the beer brewers in Japan have experienced a large falling off in their sales this year. A great quantity of beer was brewed early in the year, in anticipation of the imposition of a tax on beer, and, as a result, there are large stocks in the 'go-downs'. Recently the brewing companies agreed to raise the price by one yen per case, but the arrangement has not been uniformly observed, some of the companies still selling the beer at the former rate.

A Buller Story.

A story is told of General Buller which may or may not be true, but it possesses an air which is supposed to be characteristic of Sir Redvers's official life. According to this story, when the General was chief of the staff to Lord Wolseley on the Nile, and preparations were being made for the advance, the senior medical officer, probably imbued with red-tapeism, sent in three questions for official answer. The first was, 'How many general actions will take place?' The second 'When and where to be fought?' the third 'What number of killed and wounded might be expected?' Sir Redvers's answer is said to have been 'No 1, asked the Mahdi; No. 2, ditto; No. 3, see my replies above.'

Ocean Liner's Profits.

The *Oceanic* arrived at New York on Oct. 9, having made her most profitable voyage. A *Daily News* correspondent, as quoted by Mr. Charles Alvin Gillig, who for over 23 years has been associated with Transatlantic traffic, and has been for many years the international representative of the Great Eastern Railway Company, that this is the record voyage of the vessel. She had her full complement of passengers. The vessel carried no fewer than 357 first-class passengers, 36 maids and valets, 169 second-class passengers, and 1,300 third class passengers. The first-class passengers, reckoning them at £40 a head, amounted to £14,280. The maids and valets, reckoning them at £12 a head, amounted to £4,266. The second-class passengers, reckoning them at £10 a head, amounted to £22,500; and the third-class passengers, who pay £6 apiece, realised £7,800. The total reaches £25,126. This, of course, is independent of the profit on wines, spirits, cigars, and the like. The cost of running the *Oceanic* is about £7,000.

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Mr. Kanematsu, a member of the committee of the Boyki Chosa Kai (Foreign Trade Investigation Society), has been interviewing Mr. Komura, the Minister for Foreign Affairs, in regard to the recent memorial of the Match Manufacturers' Association of Kobe and Osaka, asking the Government to try and induce the United States Government either to leave the duty on matches in the Philippines at its present rate or make some deduction in the proposed new rate. Mr. Kanematsu (says the *Kobe Chronicle*) was told that nothing had yet been heard from the Japanese Consul at Manila as to the raising of the rate of import duty on matches, and inquiries were being made. The Minister for Foreign Affairs promised, however, that he would lodge a protest with the United States Government if it was decided to raise the duty on matches, and that the result would be communicated to the Association through the Governor of Hyogo.

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LOCAL AND GENERAL.

Notes by the Way.

The Victory of Canton, T'ao Mu, is still very ill.

It is announced that a team of Australian cricketers will probably visit England next summer, the majority of the first-class counties having welcomed the proposal.

It is announced that no less than £100,000 worth of the unpopular English four-shilling pieces were withdrawn from circulation last year. Fourpenny pieces to the value of £255 were also repatriated by the Mint.

A rather urgent demand is reported for young German officials for the Legation in Peking, for the numerous Consulates in the treaty ports, and for administrative posts in Kweichow; and especially for candidates who have some knowledge of the Chinese language. The want of men has arisen so suddenly that the number of pupils who have studied in the Oriental Seminary is quite inadequate to supply the demand.

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The Straits Team.

Our cricketing visitors from the Straits left for Singapore by the P. and O. steamer *Parvati* to-day. They were seen off by a large party of Hongkong friends, having made themselves exceedingly popular during their stay here.

Football.

On Monday afternoon, on the Happy Valley, the Hongkong Football Club 'A' team will play H. M. S. *Arctura*; kick-off at 4.15. The following will play for the Club:—J. Hanco, goal; T. Hornby and W. Worcester, backs; A. M. Beattie, E. Codling, and E. J. Davies, halves; J. W. Crouch, W. R. Seymour, D. M. Graham, R. Henderson, and A. J. Norton-Kyche, forwards.

Hongkong Hotel.

By kind permission of Lieut.-Colonel Baillie and Officers, the Band of the 22nd Bombay Infantry will play at the Hongkong Hotel to-night (Saturday) evening from 8 p.m. to 9.30 p.m.:—

Lancers: 'The Gaiety,' 'Godfrey.'
Volunteers: 'The Officers,' 'Cootie.'
Selection: 'The Bohemian Girl,' 'Balfie.'

Carrots: 'La Reine,' 'Malville.'
Dances: 'Dodo,' 'Buck.'
Selection: 'Reminiscences of Tosti,' 'Reminiscences of Voucher.'
God Save the King.

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LOCAL AND GENERAL.

Divorce.

On the application of Mr. A. E. Mettler the Kobe Court has granted him divorce from his wife Grace Virginia McGlew. It was proved that she had committed adultery with a man named D. Cappelien, living at Kobe.

Hongkong Christian Union.

The usual weekly prayer meeting will be held on Monday evening, in the City Hall, at 5.15 o'clock. The Rev. Dr. Hager will preside. After the meeting, the Committee are requested to meet to discuss two important questions.

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LOCAL AND GENERAL.

Hockey.

There will be a hockey match, Hockey Club v. Royal Artillery, at the Happy Valley on Monday; bully at 4.30 p.m. The following will represent the Hockey Club:—Goal, A. N. Other; backs, P. H. Campbell and Capt. Bailey; half-backs, H. W. Slade, R. Butcher and F. H. Yents; forwards, R. Gerrard, J. Hooper, H. Shetler, A. R. Walker, and A. C. J. Stevens.

The Chinese 'Fleet.'

Admiral Chong Wang-ping, of the Chinese Yangtze squadron, has received an Imperial order commanding him to establish schools in the Treaty Ports, and is now engaged in making arrangements to carry out the Imperial instructions. He has contributed £10,000 himself to the fund that will be required for the purpose, and his subordinate officers have subscribed £30,000.

Unknown at the Vatican.

That even the most august circles are not incapable of a mild jest at someone else's expense is the moral of a story told of an American newspaper correspondent in London. On the death of President McKinley he had the inspiration of obtaining an expression of his views from no less a personage than the Pope. It may have been haste, or a slip of his memory, or an old reference book which caused him to address his telegram, not to Leo XIII., but to—

His Holiness Pius IX., Vatican, Rome.

A couple of hours later he got the simple reply from the Vatican: 'Unknown at this address.'

Japanese Trade with Java.

The Toyo Kisen Kaisha has under consideration a proposal to open a regular service between Kobe and Java, via Hongkong and Singapore. The Osaka Shosen Kaisha is said to have a similar scheme on foot, and recently sent an envoy to Java and thereabouts to make the necessary investigations. In the event of its being decided to open a regular service, a steamer will be dispatched once a month. It is believed that it would be difficult to get sufficient freight between the ports in the neighbourhood of Java, as most of the ships of goods are running their own steamers, but on the outward voyages from Kobe or Osaka it is expected that plenty of freight, in the shape of curios and coal, will be obtainable, and on the homeward voyage sugar from Java and rice from Singapore will be largely shipped.

Sugar.

Reports from all the best-growing countries of Europe—which, by the way, include Austria, Hungary, Germany, France, Russia, and Holland—announce that the crops are very big, and London merchants and brokers say that there will be a surplus of 1,800,000 tons to carry over in 1902. Raw sugar can now be bought at 7s. 9d. c.i.f. (cost, insurance, and freight), while on the corresponding day last year it realised 11s. 11d. Reports are also favourable from the cane-growing countries, but the cane crop does not come into the market till January, February, and March. The beet, however, is manufactured before the tropical sugar arrives. The effect of the plentiful yield is likely to depress the agricultural industry abroad, and farmers in France and Germany will, it is expected, reduce the extent of acreage under cultivation. In proof of this there is a big gamble in futures, and the crop of 1902 is being bought and sold before it is sown, at a premium of 9d. on present prices. The present low prices, even with the recently imposed tax of 4s. 2d., help the British refiners, and there is a movement on foot, says the *Express*, to establish sugar refineries in Bristol, Greenock, and Liverpool, which were formerly thriving centres of the trade.

Irish Agitators Condemned by Priest.

An outspoken sermon was preached in the Roman Catholic Church at Killaloe recently by the Rev. Father Hehir, in which he commented on a proposed demonstration which was being organised by the United Irish League. He branded the contention that the programme of the league was a panacea for the ills of the country as preposterous. He had nothing whatever to say against the leaders of the league, 'Illustrious Irishmen' his congregation might style them if they wished, but he had no hesitation in stating that, in his opinion, the growing vice of drunkenness was responsible for more of the misery, destitution, and crime among the Irish people than all the political disabilities, the cause of which had been undertaken by the United Irish League. It sounded grand, no doubt; hurrying resolutions at the British Government from the back of Devil's Bit, but he would not give that (snapping his fingers) for all such resolutions. The requirements of the Irish people, the main requirement—was sobriety, and until Ireland was a sober country, and Irishmen a sober people, neither the United Irish League nor any other organisation, political or otherwise, could make their country independent or their people happy.

TO THE PUBLIC.

ALLOW me to say a few words in praise of Chamberlain's Cough Remedy. I had a very severe cough and feared I would get pneumonia, but after taking the second dose of this medicine I felt better; three bottles of it cured my cold and the cough in my chest disappeared entirely. I am most respectfully yours for health, Ralph S. Meyer, 44, Thirty-seventh St., Wheeling, W. Va., U.S.A. For sale by All Dealers. WATKINS & Co., Ltd., General Agents.

LIFE AND VIGOUR FOR THE HAIR.

The only article which really possesses nutritious virtues for stimulating and restoring the hair is *WATKINS'S MANGONOLIN OIL*. It removes dandruff, keeps the hair from falling out, and should always be used for children's hair; no other article imparts such a beautiful and glossy appearance to the hair as *WATKINS'S MANGONOLIN OIL*, and if you have never used it, run an urchin's comb through a bottle without delay, and continue using it; also in a golden ointment for hair-dressing. Beware of worthless imitations and get the real one.

Chen's World-Famous Blood Mixture.

The most searching Blood-Cleaner that science and medicine still have brought to light. Brought from Scotland, Germany, Russia, and the U.S.A. Blood Diseases, Scabies, and Scars of any kind are quickly given a trial to test its value. Thousands of wonderful cures have been effected by it. Sold everywhere at 10s. 6d. per bottle. Beware of worthless imitations and get the real one.

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THE BURNING OF THE 'FUSHUN.'

The Loss of Life.

A correspondent writes to us from Canton yesterday's date:—
Early this morning, the China Merchants steamer *Fushun* was destroyed by fire while lying in the river here. The fire broke out about 2 a.m. in the Chinese passengers' quarters in the after part of the vessel, but how it is not known, and probably never will be. A likely explanation, very generally believed, is that it was caused by the upsetting of an oil lamp. The fire spread with lightning rapidity, for in the space of twenty minutes the ship was everywhere enveloped in flames. The Captain, who was roused by his boy immediately on the fire being discovered, did everything that was possible under the circumstances. An attempt to work the ship's pumps under considerable personal danger failed. The Captain then, with great presence of mind, threw overboard the gunpowder and gun-cotton which was in store for signalling purposes.

The Captain and the European officers were all saved, and the Chinese crew, with the exception of three, including a quartermaster and a fireman.
There was a full complement of Chinese passengers, but Friday being the sailing day they were not all on board. It is fairly certain that there were about one hundred Chinese on the *Fushun*—that is crew and passengers. A number of the passengers were saved. So many and conflicting are the reports that it is impossible to say with any degree of accuracy how many have lost their lives. Certain it is that of the unfortunate members of the crew and passengers no remains will be left that can possibly be identified. How could it be otherwise, for the hull of the *Fushun*, from stem to stern has for hours, been swept by devouring flames. The Chinese Merchant's office in Canton confidently asserts that not more than ten passengers have lost their lives. That is, I fear, as much as an under-estimate. From twenty to twenty-five would seem to be nearer the truth. Twelve clerks of the Chinese Imperial Telegraph, who were returning to Shanghai by the *Fushun*, escaped, but, like the others who were so fortunate, lost all their luggage.

Much sympathy is felt for Captain Lunt. This loss of the *Fushun* brings up an important question. At ten o'clock this morning, a small Chinese engine is pumping water into the hold of the *Fushun* in a feeble stream. What is needed is several floating fire engines which ought to be procured forthwith.

Mr. Thomas Weir, Superintendent Captain of the China Merchant's Steam Navigation Company, left Shanghai last night, by the German Mail steamer *Bayern*, en route for Canton, to view what remains of the ill-fated *Fushun* and report to the Company. Fuller details of the disaster will probably be available on Monday when the Company's s.s. *Kuening* is expected to reach Hongkong.

AN INTERESTING PASSENGER CASE.

In the Lord Mayor's Court, on October 15, the case of 'Lacy v. The Orient Steam Navigation Company, Limited,' came on for hearing before the Recorder (Sir Forrest Fulton, K.C.) and a jury. It was an action by Mr. Edward Frederick Lacy, at present residing at Acadia Road, West Dulwich, to recover £12, being 10 per cent. discount on rebate on £120 paid by the plaintiff to the defendants as freight money from Western Australia to England.

Mr. Addison Williams was counsel for the plaintiff, and Mr. Mackinnon for the defendants.
The plaintiff has for the past 25 years resided near Perth, Western Australia, and is a Justice of the Peace for the Victoria district of that colony. In the spring of the present year, having left his estate, he, with his wife and two infant children and a Miss Kiley, who was his adopted niece, went on a visit to England, travelling in the defendants' steamship *Orpheus*. The passage money for himself and wife and children (the two infants being booked at a quarter fare) was paid at Perth. The ticket for Miss Kiley, who was not originally intended to be one of the party, was taken at Melbourne upon the agent's promise, according to the plaintiff's case, that a rebate of 10 per cent. which was usually made to families when three whole tickets were taken, would be allowed. The plaintiff was referred, for the rebate, however, to the Perth office, where the bulk of the money had been paid, and there the agent of the company told him to make application for it on his arrival in London. Upon that being done, the defendant stated that Miss Kiley could not be included as one of the family in order to make up three tickets, her passage money having been paid separately by her friends, and not coming out of Mr. Lacy's pocket.

Mr. Lacy was called, and stated that it was a condition of her taking a ticket for her adopted niece that the discount should be allowed, and Miss Kiley said she was present with her aunt (Mrs. Lacy's sister) when the first instalment of the passage money was paid, and heard the defendant's representative promise that the discount would be allowed.

Mr. Lacy swore that he had paid the whole of the money. For the defence it was said that the company were obliged to lay down strict rules in these cases. They offered to make 'liberal arrangements with families,' and a rebate of 10 per cent. was usual in those cases, but it was intended to apply to the company's steamer only. Mr. Lacy and his wife and children, and the company's passenger department in London, said they would not regard an adopted niece as a member of the family. A list of 'instructions' to agents was produced, however, in which 'family' was defined to include servants and any members of the same household. The Recorder, in summing up, expressed surprise at the company's contending case. The real question was not the definition of the word 'family,' but whether there had been a contract on Miss Kiley's ticket being taken to allow a rebate. The jury found a verdict for the plaintiff for the amount claimed, and judgment was entered accordingly, with costs.

CRICKET EXTRAORDINARY.

The Navy v. Mr. Youles XI.

Our regular sporting staff having been used, up during the Cricket Festival, we are indebted to a contributor for the following interesting description of an interesting match:—

Owing to the courtesy of the Cricket Committee, the Hongkong Ground was the scene of a brilliant display on Thursday and Friday last.

The members of the Straits team who had 'survived' the week were, with the addition of some extraordinary players, pitted against the very best strength of our first line of defence under Lieut. Wood, of the *Alcory*.

The Navy started the batting, and at lunch time were 134 for four wickets, chiefly owing to the excellent batting of their Captain.

The fielding was sometimes brilliant, Macgregor especially distinguishing himself at slip mostly owing to his large feet. Barksdale outshone himself in the outfield with his 'throwing in.' The bowling of Mackenzie, Billings, and Freedy was distinctly good; the epidemic, however, was not catching.

Youles captained the team in a masterful manner, using up all his bowling. Radcliffe at Point was all there; Chapman was especially good at the Lunch Table, stopping various difficult dishes until they were all run out, and Ah Kwong fairly stamped. Judge Wess and Major Dyson watched the game throughout, and seemed to take an intelligent interest in it.

The Umpiring was generally fair, but the individuals showed a great tendency to view the game from a distance. The Navy were so popular that they were able to enlist a very decent recruit, who aided them materially in the outfield.

The remnants of the Straits team were, to-day, taken on board the mail steamer, and their departure for the Straits witnessed by the Acting Captain/Superintendent of Police and a Military escort.

EMPIRE COMEDY AND VAUDEVILLE COMPANY.

The Empire Comedy and Vaudeville Company made its first appearance in Hongkong last night, and met with a hearty reception. The house, as we predicted, was full, and the audience was never slow in manifesting its appreciation of the numerous excellent 'turns' that were put on. The programme opened with a racy song chorus by the company, and from this stage to the end of the last item there was not a dull moment. Miss Florence Adelaide, dressed in khaki from the jaunty cap on her head to the dainty shoes on her feet, gave an admirable serio-comic rendering of a song about 'khaki this khaki that.' She was twice encoored. Her success was equalled by Mr. Steve Adson only. There was something in his voice and his manner which made him irresistible. He gave a long-winded humoresque entitled 'Adam missed it,' relating the trials and troubles that father Adam missed by coming into the world so early. This was followed by some very smart stories, including the ever-green chestnut illustrating how a thirty soul can have a craving satisfied at the least possible expense. A combination of singing and acrobatics, put down on the list as 'The Dicksies' Dream,' was cleverly performed by Messrs. Gus Gregory and Walter Holey. It dangles from the usual as these two dreamed they must put in very restless nights. We are inclined to think that one requires to be very wide awake to do what these two did.

The dancing of Miss Jessie Thorne was clever and clean. Miss Maad Albert and Miss Emma Smith, as ballad singers in 'I trust Three Still' and 'Sweetest Song' respectively. The performance of the 'Dicksies' Dream' was cleverly performed by Messrs. Gus Gregory and Walter Holey. It dangles from the usual as these two dreamed they must put in very restless nights. We are inclined to think that one requires to be very wide awake to do what these two did.

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NOTES FROM NORTH CHINA.

(From Our Own Correspondent.)

It is not yet four years since the (un) fortunate murder of two German priests, not far from Chi Ning Chiao, enabled Germany to plant herself firmly at Kiao Chou, with consequences which the youngest of us may not live to see wholly unfolded. In view of what has happened, it can scarcely be maintained by the most friendly that the German occupation has been of a nature to enhance the Chinese love for foreigners—if there ever was such a thing. It is pretty well known that Governor Yuan Shih-kai is not strongly attached to the Germans, and would gladly see them further, but he must come to some terms with them, as he is endeavoring to do. He has vigorously objected to the policy of the railway line, now completed for about 140 li to Chi Mi Hsien, by German troops, and it has been promised that they will be withdrawn within six months. Yuan would much rather employ British and Americans than European Continentals, a fact which may have important bearings on the future of North China.

The Canal which for many years has connected Chi Nan-fu on to the sea at Yang Chia Kou has been extended to the west gate of Chi Nan-fu, but it is much too small for the needs. It ought to be deepened for shallow steamers, which would be a great boon to the trade. Already the waterway has seriously interfered with the profits of the inn-keepers along the great road to the east, a foretaste of what will happen when the railway actually arrives. The enterprising firm of Sing Tai, which concentrates in itself so much of the not too abundant enterprise of Chiaoow, is exporting to open a house in Chi Nan-fu for the sale of foreign goods, &c., which are in great demand.

For some occult reason, foreign styles of cooking are fashionable also, and many cooks formerly in foreign employ, now earn good wages in a Foreign Restaurant from which cooked meals—said to be of a very medium quality—are served to some of the leading officials, as the Governor and the Foreign Bureau (Yang Wu Chi) Tao-tai, at the extravagant rate of a dollar each. The Foreign Office has likewise fitted up apartments for the entertainment of foreign official guests, of whom there is no lack, and this makes a lively demand for foreign furniture of all sorts. Some foreign families and individuals who were driven out in 1900 are parting with their surplus, and in this way the want is met. Suerer or Jatan, native carpenters will learn to cater to it, should the market require it. Although Governor Yuan deputed an adequate force of his troops to guard the three foreign houses, schools, hospitals, chapel, &c., in the east suburb, on the return of the occupying army, a large quantity of goods were found to have been abstracted, and much injury done to the doors, windows, &c. This was said to be due to the persecutions of the immediate neighbours and others, who were allowed to take advantage of the situation, and a limited sale, a permission of which they made good use. The total amount thus lost was valued at several thousand taels, but in the final settlement the Mission (American Presbyterian) kindly agreed to deduct considerable sums from various specified grounds, and the balance was paid promptly.

It is supposed that Yuan's army is thoroughly loyal to him as an individual, but whether like a season ticket they are 'not transferable' remains to be seen. During the month of March, it was reported that Yuan had a thousand of his men ready to guard his yamen, and two foreign cannon were trained on the gates which no mob but one composed of confirmed lunatics would have ventured to attack.

The present efficient Tao-tai at the head of the Foreign Bureau, is Mr. Tang, a nephew of the well-known Tang King-sing of Canton, founders of the China Merchants' Steam Navigation Company. Mr. Tang was one of the large party of students taken to the United States in 1872 by Mr. Yung Wing to be educated there, being then about twelve years of age. His long residence in America has rendered him a fluent and ready English speaker, and his knowledge of foreign as well as of Chinese affairs is extensive. The business of settling up the numerous claims for indemnity for the Christians, Protestant and Roman Catholic—especially the latter—is one which must be a great trial to any patriotic Chinese, and it is a real wonder that so large a percentage is paid of the alleged losses. The amounts actually granted range all the way from ten per cent. of the loss up to forty per cent., according to circumstances, which naturally vary widely.

The Yellow River floods have been very severe in some counties, but not at all comparable to those of 1893. There will be much suffering during the coming winter, but that is always the case in any year, and until the Yellow River problem is seriously dealt with will always be so. It is no wonder that this stream is styled China's 'Flood-gate,' because so much misery is always thrown away on it. Until the advice of competent and impartial foreign engineers is taken, this will continue to be true—and that day still seems as distant as ever. Even with a sincere desire to stop the frequent waste, it would be impossible, on account of the great millions of taels, the resources of every province will now be strained to procure the sums required for the general indemnity, which will for a full generation keep the Empire in an Egyptian bondage. More than one of the officials in North China has recently frankly remarked to foreigners, that there will never be a real reform in China until the 'Old Lady' has passed over. (Kuo-ch'ei.)

For the past quarter of a century there has been a continuous flow of letters bearing testimony to the truly wonderful cure effected by Clarke's World-Famous Blood-Mixer. The floods flood further than anyone could have dreamed of. Sufferers from Scalds, Burns, Erysipelas, Eczema, and all kinds of skin diseases, Pimples and Sores of any kind are advised to give it a trial. It is sold everywhere, at 2s. 6d. per bottle. Beware of worthless imitations and substitutes. Watson & Co., Ltd., Hongkong.

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HONGKONG SHARE MARKET.

In their weekly share report, dated 22nd November, Messrs Benjamin, Kelly and Potts write:—

The market remains rather quiet but steady and transactions effected have been confined to a few stocks only.

Banks.—Hongkong and Shanghai Banks have been negotiated to some extent at \$225 each and \$250 for March delivery. The London quotation continues to advance and now stands at \$21.10. Bank of China (ordinary) have enquiries at \$1. Nationals are offering at \$27.

Marine Insurances.—Beyond a rise in Unions, which are in request at \$345, there is no change in rates to report. China Traders are on the market at \$54, and Cantons have sellers at \$137. Yantzes are obtainable at \$130.

Fire Insurances.—Hongkong Fires have been placed at \$305, and a few more shares may be had at this rate. China Fires are asked for at \$26.

Shipping.—Hongkong, Canton and Macao Steamboats have been disposed of at \$34. At the beginning of the week, Indo-China improved to \$150, but they have not maintained their position, and sellers now rule the market at \$149. The Company has declared an interim dividend of 8 shillings per share. Douglas Steamships have again been fixed at \$47. China and Manila have been sold and have further sellers at \$62. Star Ferries and Shell Transports are unchanged and without business.

Refineries.—China Sagars have been looked at \$152, and more shares are wanted. Luzons are still offering at \$20.

Mining.—With the exception of the reported sales in Shanghai of Chinese Enterprises, there has been no business done in stocks under these headings. Pajuners are in demand at \$4, while Raubs have declined to \$13. Joleus are quoted at \$4 buyers, but no transaction has taken place.

Docks, Wharves and Godowns.—Hongkong and Wharves Docks have experienced a smart rise. Early in the week a few shares changed hands at \$285, and latterly, owing to a sudden demand, the price quickly rose to \$295, at which figure, however, shares are now proconservative. Farnham have been done in the North at \$255. Kowloon Wharves have been sold at \$97, and a few more shares are to be had at the rate. New Amoy Docks are unchanged at \$25 buyers.

Land, Hotels and Buildings.—Hongkong Lands have strengthened, and are established at \$115 have been offered. Hongkong Hotels are required for at \$139. Orient Hotels have been bought at various rates up to \$66. Humphreys' Estate have been purchased at \$14, and more shares are offering at the price. China Properties can be placed at \$9.

Colon Mills.—Nothing doing. Hongkong Cottons are in request at \$16.

Cigar Companies.—Langkats have further advanced and transactions at \$13.40 are reported.

Miscellaneous.—Green Island Cements have been dealt in at \$22, at which rate more shares are obtainable. A S. Watsons have again been done at \$16. Electrics have been parted with at \$13 for the old and \$24 for the new issue. Less have jumped to \$192 and are wanted. Dairy Farms have been taken off the market at \$11, and the dividend of \$14, paid on the 18th inst. Universals are looked for at \$20.

WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 23rd at 11.15a. The barometer has risen slightly on the Chinese coast. Evenings remain high over Central China. Gradients slight with moderate monsoon on the coast, moderate with strong monsoon in the N. part of the China Sea. Forecast—moderate N winds; fine.

A Plain-Spoken Judge.

The Recorder of Dublin had before him recently an action in which Mary Muldowney sued Michael O'Sullivan for damages for breach of promise to marry. On two occasions, it appeared, according to plaintiff's story, she had ordered her trousseau, and everything was got ready for the marriage, but defendant dropped coming to see her and never came again. O'Sullivan, the defendant, appeared, and stated that he never promised to marry the plaintiff. The Recorder: Is it like what Muldowney swore to?—It is not true.—The Recorder: Get out of that box. If I had a cut-of-throat and could use it on you, I would do so. You, perjuror, get out of that. After promising to marry this girl, you deny the promise and try to defame her character. You are a pretty specimen of an Irishman from Cork. I will give a decree for £21, with costs, and if you don't pay it you will live a good part of your life here near me in Kilmainham.

May be like widows—they rattle most when there is nothing in them.

The man who is looking for a fat office should visit the counting-room of a lard factory.

Lady (entering shoe store): 'I would like to look at some number twos.' New Boy (anxious to show his knowledge): 'Yes'm; most everyone looks at number two first.'

Bronchitis. Is a disease that usually runs a chronic course and when once established is difficult to treat successfully. Organic changes are constantly taking place in the diseased tissues and if allowed to go unchecked the bronchial tubes become permanently disordered. The only successful way to combat the disease is to employ a reliable reconstructive remedy that will form new and healthy tissue to replace that which is diseased. Cough mixtures are very good to alleviate the annoying cough, but very seldom do they entirely eradicate the disease. Stearns' Wine of Cod Liver Oil will produce remarkable results in bronchitis, especially the chronic form, and all chronic coughs, throat, bronchial tubes and lungs. The chronic form of these organs, to disease is increased, healthy tissue is rapidly built up, and the disease cured by sustaining and improving the tone of the organs. At all chemists and druggists. Watson & Co., Ltd., Hongkong.

For the past quarter of a century there has been a continuous flow of letters bearing testimony to the truly wonderful cure effected by Clarke's World-Famous Blood-Mixer. The floods flood further than anyone could have dreamed of. Sufferers from Scalds, Burns, Erysipelas, Eczema, and all kinds of skin diseases, Pimples and Sores of any kind are advised to give it a trial. It is sold everywhere, at 2s. 6d. per bottle. Beware of worthless imitations and substitutes. Watson & Co., Ltd., Hongkong.

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To-day's Advertisements.

ROTHEN MARK LODGE—No. 284.

A REGULAR MEETING of the ROTHEN MARK LODGE will be held at the PARISH ROOM, 211, on WEDNESDAY, the 27th inst., at 5.0 for 5.30 p.m., precisely. VISITING BRETHREN are cordially invited to attend. Hongkong, November 23, 1901. 2393

SHOW OF CHRYSANTHEMUMS.

MR. DORABJEE NOWROJEE begs to intimate to his Friends and the General Public that his Fine Collection of CHRYSANTHEMUMS will be on SHOW in the Gardens at Kowloon House, for ONE WEEK, commencing from MONDAY, the 25th inst. Entrance by Elgin and Chater Roads. Hongkong, November 23, 1901. 2390

WANTED.

AN EXPERIENCED SHIPPING CLERK. Terms to be learnt on application to "A" Care of 'China Mail' Office. 2393

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

Notice of First General Meeting of Creditors. No. 16 of 1901.

Re THE MEE CHEUNG Firm lately carrying on business at No. 10, Station Street, Yau Ma Tei, British Kowloon, in the Colony of Hongkong, as Drapery.

FRIDAY, the 23rd day of November, 1901, at 12 o'clock at Noon, precisely, a MEETING OF CREDITORS in the above Matter, to be held at the OFFICIAL RECEIVER'S OFFICE, Land Office, Queen's Road Central, Victoria, aforesaid.

No Creditor can vote unless he previously proves his claim, and Proof can be obtained at the Office of the Official Receiver's Office during Office hours.

At the First General Meeting the Creditors will be asked to consider whether the Debtor shall be adjudged Bankrupt, or whether they, the Creditors, will entertain a proposal for a Composition or Scheme of Arrangement.

Dated this 23rd day of November, 1901. G. H. WAKEMAN, Official Receiver.

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

THE Company's Steamship *Ping Suey* having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where such consignments will be stored out mark by mark, and Goods can be obtained as soon as the Goods are landed.

Goods not Cleared by the 2nd Dec., at Noon, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised. Optional Goods will be landed here unless instructions are given to the contrary before Noon, To-morrow.

DODWELL & Co., Ltd., Agents.

Hongkong, November 23, 1901. 2398

Intimations.

NOTICE.

THE TAIKOO CLUB CYCLING TRACK will be opened on MONDAY NEXT, 25th November. Gentlemen likely to compete at the Sports on New Year's Day, may use the Track for training, from above date.

R. H. STEPHENSON, Secretary, Taikoo Sports Committee.

Taikoo, November 22, 1901. 2393

THE TRADE MARK ORDINANCE, 1893.

Application for Registration of Trade Mark.

NOTICE is hereby given that ROBERT LYMAN RICHARDSON, of Victoria, in the Colony of Hongkong, carrying on business as a dealer in Portland Cement, has on the 14th day of Sept., 1901, applied for the Registration in Hongkong in the Register of TRADE MARKS, of the following TRADE MARK:

The distinctive device of a light-house standing on a rock surrounded by water. The light-house is within a circle, and between this circle and an outer circle are the words: 'Portland Cement—First Quality.' On one side of the rock appear the words 'Trade Mark,' on the other appears the word 'Registered' in the name of Bradley & Co., who claim to be the Proprietors thereof.

The TRADE MARK has been used by the Applicant in respect of the following Goods:—

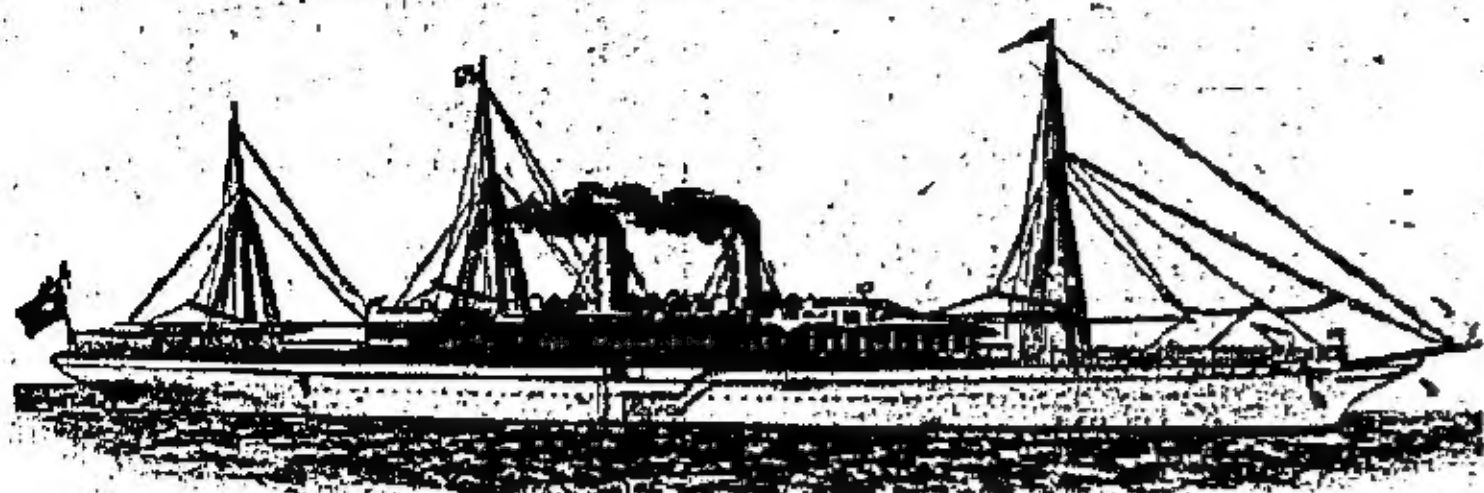
CEMENT in Class 17. A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Undersecretary.

Dated the 23rd day of September, 1901. WILKINSON AND GRIST, Solicitors for the Applicant, 70, Queen's Road Central, Hongkong.

KNAS CARDS! KNAS CARDS!

JUST OPENED ANOTHER Parcel of Messrs. RAYBURN, TUCK & SON'S KNAS AND NEW YEAR CARDS of the Most Elaborate and Fancy Designs. INSTRUCTIONS IN KINDLY SOLETS.

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

*ATHENIAN, 3882 Tons, Comdr. H. Mowat, WEDNESDAY, 4th Dec. 1901
EMPEROR OF JAPAN, Comdr. H. Pyles, WEDNESDAY, 18th Dec. 1901
EMPEROR OF INDIA, Comdr. R. A. H. Pyles, WEDNESDAY, 18th Dec. 1901
*TARTAR, 4422 Tons, Comdr. E. Bertram, WEDNESDAY, 29th Jan. 1902
EMPEROR OF INDIA, Comdr. O. P. Marshall, WEDNESDAY, 12th Feb. 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO
VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS as a WEEK in
the Trans-Pacific journey, and make connection at Vancouver with the
PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY,
which leave daily and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal,
Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which
passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL
STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS
TRANS-CONTINENTAL TRAINS (the Company having received the highest award
for speed at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT
MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and
operated by the Company, and their appointments and Cuisine are unexcelled.

Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been
placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as
additional sailings.

In addition to the excellent First Class Passenger accommodation, the
"ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific,
and also Storage. The "TARTAR" takes First Class and Steerage Passengers only.
The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Freight and Passage,
apply to

D. E. BROWN, General Agent,
FREDERICK STREET.

Hongkong, November 23, 1901.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES

named—
FOR STEAMSHIP CAPTAIN DATE.
SHANGHAI, CHINA, C. L. DANIEL, About 23rd Nov.
Kobe, Tientsin, W. W. COOK, B.S.N., About 28th Nov.
SINGAPORE AND
BOMBAY, Peking, F. J. FOX, About 28th Nov.
LONDON, Japan, C. C. TAYLOR, B.S.N., About 30th Nov.
LONDON &c, Suez, B. A. PETERS, About 7th Dec.
SHANGHAI, Suez, C. W. GORDON, B.S.N., About 7th Dec.
SHANGHAI, Suez, A. G. CURRIE, B.S.N., About 7th Dec.

PASSENGER SEASON 1902.

MARSEILLES, PLYMOUTH AND LON, Oriental, 29th March.
DON Direct without Transshipment, Malta, 12th April.
* No Special Advertisement.
* For Freight only.
* Calling at PENANG and COLOMBO if sufficient inducement offers.
For Freight or Passage, and further particulars, apply to

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, November 23, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR STEAMER TO SAIL
MANILA, ILOILO AND CEBU, KAIFONG, 29th November.
PORT DARWIN, THURSDAY
ISLAND, COOK TO W.N.
TOWNSVILLE, BRISBANE
SYDNEY AND MELBOURNE, THIN, 30th November.
MANILA, THIN, 30th November.
SHANGHAI, WHAMPOA, 3rd December.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. A duly qualified
Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, November 23, 1901.

HAMBURG-AMERIKA LINE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COVENTRY, LONDON,
LIVPOOL, GOSFORD, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTI PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Marburg, Capt. ZACHARIE, 30th November, Freight.

S.S. Sueria, Capt. BORCK, 14th December, Freight.

S.S. Soria, Capt. BERGMER, 28th December, Freight.

S.S. Nienburg, Capt. ARMON, 6th January, 1902, Freight.

S.S. Strassburg, Capt. MAHSEN, 15th January, 1902, Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINE,
HONGKONG OFFICE.

Queen's Buildings, No. 1.

1568

Shipping.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTI PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates
BAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January.
PREUSSEN	WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 19th February.
SACHSEN	WEDNESDAY, 5th March.
KIAUTSCHOU (HAMBURG-AMERIKA LINE)	WEDNESDAY, 19th March.
BAYERN	WEDNESDAY, 2nd April.
STUTTGART	WEDNESDAY, 16th April.
KONIG ALBERT	WEDNESDAY, 30th April.
PRINZESS IRENE	WEDNESDAY, 14th May.
PRINZ HEINRICH	WEDNESDAY, 28th May.
PREUSSEN	WEDNESDAY, 11th June.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 25th June.

ON WEDNESDAY, the 27th day of November, 1901, at Noon, the Steamship
BAYERN, of the Norddeutscher Lloyd, Captain H. BECKERT, with
MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above,
Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 26th November, and
Mails and Specie will be received on Board until 5 p.m. on Tuesday, the 26th November, and
Parcels will be received at the Agency's Office until Noon on Tuesday, the 26th November.
Contents of Packages are required. No Parcel Receipts will be signed for less than
82.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewards.
Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to
Melchers & Co., Agents.

1947

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons	Captain	Proposed Sailing
Yamaguchi	3601	W. Watt	November 26
Duke of Fife	3821	J. S. Cox	December 3
Tacoma	2811	A. Dixon	December 17
Victoria	3502	J. Pantou	December 27

THE attention of passengers is directed to the very cheap rates offered by this Line
to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the
UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL
LINES.

HONGKONG TO NEW YORK, £45.

The Railroad travelling is second to none on the American Continent; two trans-
continental trains daily from Tacoma. Driving Car is attached to trans-continental trains
day and night, Tacoma to New York in 14 days. Magnificent scenery of the Rocky
and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £25.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA,
Tacoma to DYNA and St. MICHAEL.

Rates of Passage to other Ports on application.
Special rates allowed to members of Government Services.
For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, November 16, 1901.

422

OCEAN STEAMSHIP COMPANY

FROM OUTWARDS.
GLASGOW AND LIVERPOOL, DEUCALION, 25th November.
GLASGOW AND LIVERPOOL, PELEUS, 8th December.
GLASGOW AND LIVERPOOL, PATROCLUS, 15th December.

FOR HOMEWARDS.
LONDON, MACHAON, 30th November.
LONDON, ACHILLES, 10th December.
LIVERPOOL DIRECT, IXION, 15th December.
(Taking Cargo at London Rates.)
LIVERPOOL DIRECT, PATROCLUS, 15th January, 1902.
(Taking Cargo at London Rates.)
LONDON, DEUCALION, 24th December.
LONDON, DEUCALION, 7th January, 1902.
LONDON, PELEUS, 21st January, 1902.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. Co.

2402

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates
KAGA MARU, J. W. ECKSTRA, VICTORIA, B.C. and SEATTLE, U.S.A., Via SHANGHAI, MOI, KOBE and YOKOHAMA.	MONDAY, 2nd Dec., at 4 p.m.	
INABA MARU, W. BAIRDIDGE, MARSEILLES, LONDON, ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 20th Nov., at Daylight.	

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in
the United States, Canada and Europe, in connection with the GREAT NORTHERN RAIL-
WAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Com-
pany's local Branch Office at Prince's Building, 1st Floor, Charter Road.

A. S. Mihara, Manager.

Hongkong, November 23, 1901.

779

Shipping.

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR TAMSUI, VIA SWATOW AND AMOY.

THE Company's Steamship
DALIN MARU,
Capt. T. Oozu, will be despatched for
the above Port on, SUNDAY, the 24th
November.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, November 18, 1901. 2341

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.), SEATTLE AND TACOMA (WASH.).

Calling at SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

PING SUEY.

Tons 4,120. Commander E. VARRALL will be despatched on the 26th Inst., at Noon.

For rates of Freight and further Particulars, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, November 23, 1901. 2332

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

KUMSANG,

Capt. BULLER, will be despatched as above on TUESDAY, the 26th Inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, November 20, 1901. 2361

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

KONIG ALBERT,

of the Norddeutscher Lloyd, Capt. C. POLACK, due here with the outward German Mail about the 26th Inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, November 23, 1901. 2386

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

KURDISTAN, About 30th Nov.

LENNON, About 15th Dec.

ORONSAY, About 31st Dec. 1902.

AFRIDI, About 10th Jan.

HULLGLEN, About 20th Jan.

LOWELL CASTLE, About 31st Jan.

For Freight and further information

Apply to

DODWELL & CO., LTD., Agents.

Hongkong, November 23, 1901. 2370

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR FOCHOH VIA SWATOW AND AMOY.

THE Company's Steamship

ANPING MARU,

Captain S. ARAMU, will be despatched for the above Ports, on WEDNESDAY, the 4th December, at Daylight.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA, Agents.

Hongkong, November 20, 1901. 2364

SHEWAN TOMES & Co.'s NEW-YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

ACARA,

Capt. KIRKWOOD, will be despatched as above on or about the 17th December, 1901.

And by

THE Steamship

ASAMA,

Capt. BENNET, on or about 27th Dec., 1901.

For Freight apply to

SHEWAN TOMES & Co.

Hongkong, November 23, 1901. 2363

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, Etc.

Thru

THE Steamship Thru will be despatched for SAN DIEGO, AND SAN FRANCISCO, Via HAKODATE, MOI, KOBE, YOKOHAMA AND HONOLULU, on or about 29th December.

Through Bills of Lading issued in any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, November 23, 1901. 2361

Shipping.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co's Accelerated Line to Trieste.)

THE Company's Steamship

CARINTHIA,

Captain MARCHIONI, will be despatched as above on TUESDAY, the 26th Instant, in the afternoon, instead of as previously advertised.

The Steamer has splendid accommodation for passengers. Electric light. A doctor is carried.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, November 21, 1901. 2371

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 2nd December, at 1 p.m., the Company's Steamship

ERNEST SIMONS, Capt. VAQUIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES Via BOMBAY.

This Steamer connects at Colombo with the s.s. Oceanic, which vessel takes on her Passengers and Mails, leaving for port of the 14th December, direct to Suez, Port SAID and MARSEILLES.

Cargo and Specie will be registered for London as well as for MARSEILLES, and accepted in transit through MARSEILLES for the principal Places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 1st Dec. (Parcels are not to be sent on board; they must be left at the Agency's Office).

